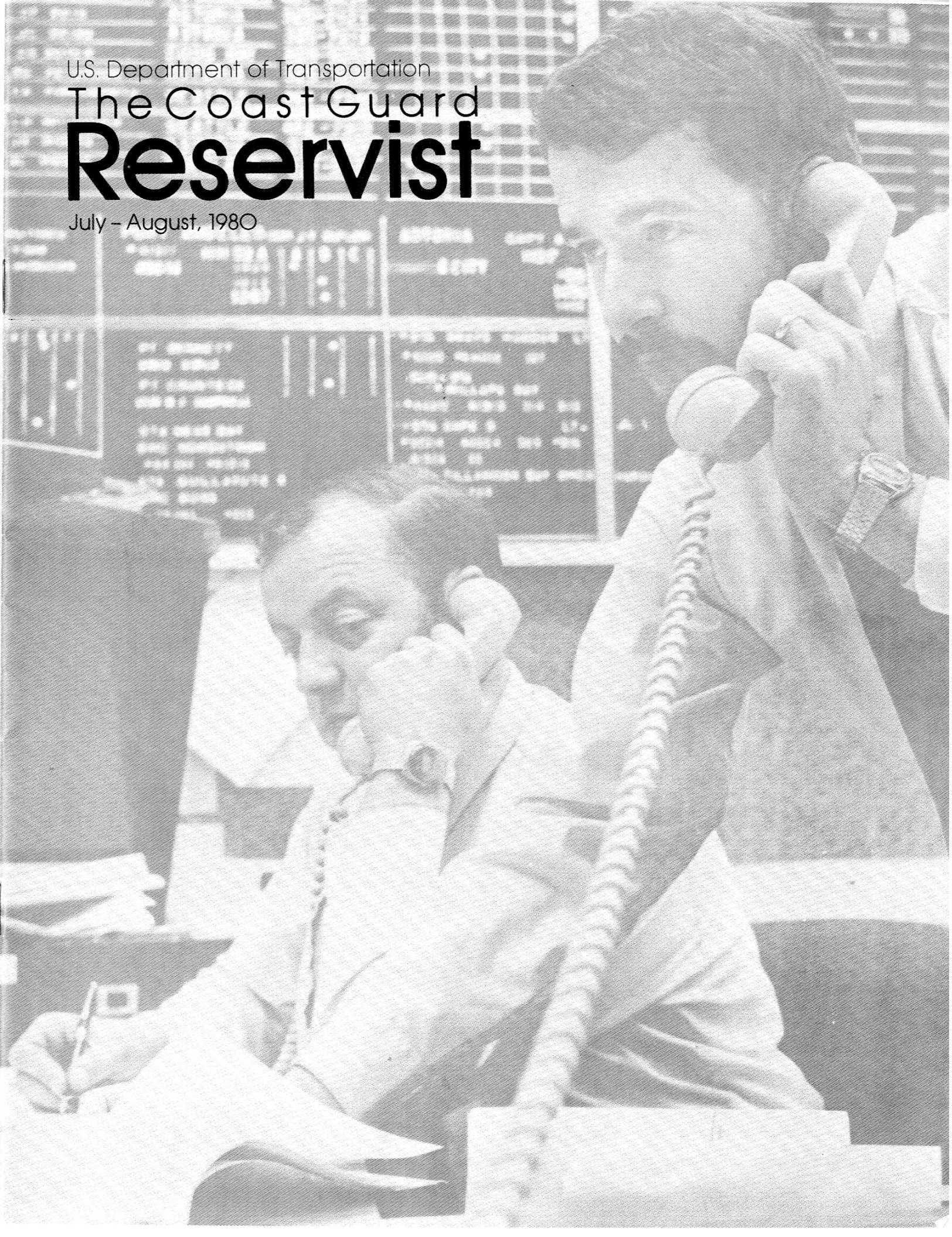


U.S. Department of Transportation
The Coast Guard
Reservist

July - August, 1980



UNCLAS

The Office of Reserve at Headquarters is designing a supplementary issue of the Reservist to be distributed this year. The supplement will contain a lot of "hard facts" information on the advancement system, benefits, and obligations of you who serve in the Reserve. Look for it!

HM2 Cornelius Henry Ver Berkmoes, Jr., USCGR, has been awarded the Coast Guard Commendation Medal for his participation in a rescue operation that saved the 1500th life since the opening of the Coast Guard Air Station at New Orleans, La. This mission occurred while HM2 Ver Berkmoes was on ADT at the Air Station during March and April this year.

Kudos to SK2 Magdalene Cobb, USCGR, who figured out our rating badge question. (See the January-April issue of the Reservist.) The rating badge is for coastal foreman, an obsolete rating which was used experimentally for a time after WWII. Coastal foremen were to be the "last line of defense" should enemy forces land on American soil.

LT Darrell Hayden, USCGR, was recently elected President of the North Carolina Department of the Reserve Officers Association. He is the first Coast Guardsman to lead the 2,500 member department. LT Hayden, who began his Coast Guard career 27 years ago as a seaman recruit, is the CO of CGRU Roanoke, Va.

Dear Editor:

I would like to see the summer cruises come back as we had in the 1960 to early 1970 period. I have had the opportunity to serve aboard many Coast Guard ships during that period, with many from the same unit.

I feel we learned and accomplished much aboard ship, and it kept many of us from getting rusty. I have noticed in the recent years the cruises have been eliminated (I was told for budget reasons). I have also noticed that many Reserve personnel have never been aboard a ship. Many of these reservists have sea-going rates and have never been exposed to any type of sea duty. If we were to be mobilized today or tomorrow, these same people would be completely lost aboard a ship and, therefore, useless.

I personally feel that each and every reservist should get some shipboard experience, regardless of rate. The summer cruises served that purpose. At the present time there isn't much opportunity for a reservist to serve aboard a ship or get to sea during active duty. Most of his or her active duty is served at schools or some base nearby.

If we are to have a strong, efficient Reserve, we have to get

many of our people capable of manning our ships along with the regulars long before any emergency arises. The summer cruises were not just pleasure cruises as some seem to think. A reservist got a chance to work at his or her rate and, in most cases, the active duty was well spent and worth the expense involved.

The Coast Guard is not like the National Guard. It is a seagoing outfit and each and every Coast Guardsman, regular or Reserve should be well-acquainted with our ships and their functions.

Let's get the summer cruises back!

Respectfully yours,

BMC Joseph A. Sollecito USCGR

During the period you are recalling, a substantial number of reservists were earmarked to activate and operate older Navy ships. Today, only six per cent of our reservists are pre-assigned to shipboard duties, with the large majority assigned to port safety and security duties (see "Why mobilization?" in this issue).

Reservists with mobilization orders to ships are still required to have afloat training on a regular basis, and space is reserved onboard CGC Reliance especially for this purpose. In fact, the shipboard training today is often better than the original "cruises," because, like our other augmentation programs, it involves participation in actual operational missions, using modern equipment. Today's reservists are being trained where they will be needed most in the event of mobilization.

Cover photo -front: QM1 Jim Stonehocker, USCGR, (left) and LT Phil Johnson, USCGR, in the 13th District Operations Center. See the story on page 16.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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CG-288

Admiral's corner

Travel throughout the Coast Guard has been restricted for the current fiscal year - 1980 - ending 30 September 1980. Although the restriction was not really applied until the Second Quarter (Jan - Mar), many reservists already have been affected, and many more will be affected in the coming months. As far as the Reserve program is concerned, the actual dollars translate to a 14 per cent reduction in funds available for all types of travel: recruiting, administration, and training.

At the outset, we decided to maintain the non-prior service recruit population as close as possible to its originally programmed level. The reason for this decision is based in part on the need to maintain the strength of the Selected Reserve, but more importantly, on the need to train reservists at the entry level in the skills required for mobilization.

We next addressed "staff and administrative" travel. The reduction currently stands at 25 per cent at the district level, and 50 per cent at the Headquarters level. This translates, on a national average, into one or less visits per year to a single Reserve unit. I consider the impact of this reduction to be a lessening of communication opportunities. It means that the chain of command will have to be used even more effectively, and, while that is a positive result, I regret the loss of face-to-face contact at all levels. It does make it all the more important that, when problems arise, follow-up is made by all, including the individual with the original problem.

The final area to be affected is formal skill/rating active duty training. ADT travel comprises more than 50 per cent of all direct Reserve-associated travel costs. The major share of this, by far, is used for travel from home districts to training centers and back, for formal skill or rating classes.

In order to ensure that travel resources would be available for as much ADT as possible, we re-scheduled and reallocated formal training to minimize the cost of travel to training centers. Even so, the net effect of a less than 10 per



A reservist from CGRU Fort Macon, N.C., looks on as RADM Sidney B. Vaughn emphasizes a point during an informal discussion with Fort Macon members. During his stay, RADM Vaughn observed reservists perform several drill functions, including SAR and radio/telecommunication. (Photo by PA2 William B. Robinson, III, USCGR.)

cent cut in ADT travel, is a 37 per cent reduction in formal resident training at the training centers. This does have a real impact on the key ratings of BM, MK, and PS. The worst part is that, due to increased travel costs, even on-the-job training may not be possible for about 10 per cent of those scheduled for formal training this year. I consider this loss significant in terms of being able to meet our goal of providing quality trained personnel in the event of mobilization.

Having said all this, I believe we can live with the situation for the current fiscal year. We as well as the other armed forces have been working closely with Congress. Congress is aware of the problem, and we should see much improvement for fiscal year '81.

RADM Sidney B. Vaughn
Chief, Office of Reserve

brief comments



It was a somber afternoon as families and friends of men lost onboard the Coast Guard cutter Cuyahoga joined survivors in a memorial service to lost shipmates. RADM Thomas T. Wetmore, III, and LT(jg) Timothy C. Stone, USCGR, one of the survivors of the Cuyahoga, rendered honors as a 21-gun salute was fired over the memorial at Yorktown, Va. (Photo by ENS Michael Monteith, USCGR.)

Exchange privileges doubled

Members of the Selected Reserve are now authorized one day of unlimited exchange privileges for each inactive duty training period (one four-hour drill). In the past, reservists were granted one day's privilege for an eight-hour training day, i.e., two drill periods/day = one day's privileges. Under the new authorization, two drill periods/day = two days' privileges. In effect, this doubles a reservist's authorized exchange privileges.

The change is consistent with compensation policies which currently provide a day's basic pay for each IDT period.

Reservists on ADT or IDT using the exchange must present a letter of authorization or leave and earning statement in addition to their identification card.

Reaching out to save a life

The first blood drive ever held at CGRU Detroit has resulted in a healthy transfusion for youngsters at Detroit Children's Hospital. A total of 48 pints were given to the Children's Hospital blood bank recently as 63 of the 65 onboard reservists volunteered to donate.

While the unit received almost total participation from its onboard complement, one reservist, PSI Fred Reiman, Jr., has now donated a total of 32 pints, and at the drill weekend received his four-gallon pin from the Southeastern Michigan Region American Red Cross.

"We were very pleased at the unit's response, and we are especially gratified by the presentation of the four-gallon pin to PSI Reiman," commented CDR John Bohunsky, CO of CGRU Detroit. The Detroit unit CO also commended YNC John Coleman for his efforts in promoting and organizing the drive. (Story and photo by PAT Joe Broshear, USCGR.)



Getting support from your 'other' boss

by LT(jg) Kent Krause, USCGR

NCESGR? What's that? NCESGR stands for the National Committee for Employer Support of the Guard and Reserve. If you have a civilian job or are contemplating getting one, you should be aware of what NCESGR is and what it can do for you.

NCESGR, an agency of the office of the Secretary of Defense, has been tasked with increasing employer understanding of the role of our Guard and Reserve forces. Through increased employer understanding, NCESGR hopes that many of the problems reservists face in their civilian jobs, due to their Reserve affiliation, will decrease. To do this, NCESGR has established both a public relations program and an ombudsman program.

NCESGR's public relations program focuses mainly on an attempt to have all employers (yes, yours also!) sign a statement of support for the Guard and Reserve. By signing the statement, your employer agrees to: (1) ensure you the same job and career opportunities as employees who are not members of a Guard or Reserve unit; (2) grant leaves of absence for military training without sacrifice of vacation time; and (3) ensure that supportive per-

sonnel policies are made known throughout the organization. Although the first two parts of the agreement are required by law, signing the statement indicates the willingness of your employer to cooperate fully, and to support the Total Force policy of the Guard and Reserve.

As of this date, over 300,000 employers have signed statements of support. Your employer may be one of them. If your employer has not signed a statement of support, you may want to tell him about the efforts of NCESGR. At any rate, the Coast Guard Reserve appreciates those who have declared their support for the Guard and Reserve.

The ombudsman program offered by NCESGR provides assistance to reservists by informing their employers about the laws concerning members of the Guard and Reserve forces. This ombudsman program has already been able to help several of our fellow Coast Guard reservists with problems with employers who have discriminated against them due to their affiliation with the Coast Guard Reserve.

One Coast Guard reservist was denied advancement within his company due to his affiliation

with the Coast Guard Reserve. After trying to solve the problem himself through his Senior Enlisted Advisor, his commanding officer, and the district office, our fellow reservist contacted NCESGR. NCESGR was then able to contact the reservist's employer and union, and through the local State Committee for Employer Support of the Guard and Reserve, advise them that discrimination based on an individual's affiliation with the Coast Guard Reserve was against the law.

If you are suffering from poor employer relations due to your affiliation with the Coast Guard Reserve, and your Senior Enlisted Advisor or your commanding officer cannot assist you in solving your problem, contact your State Committee for Employer Support of the Guard and Reserve. If you don't know how to contact your State Committee for Employer Support of the Guard and Reserve, you can contact NCESGR by calling (202) 697-6902 or by writing:

National Committee for Employer
Support of the Guard and
Reserve
1117 North 19th Street, 9th
Floor
Arlington, Va., 22209



Boat coxswain's authority defined

reprinted from the CGRU Station Port Canaveral Port Guardian

Coast Guard Regulations have been amended by Change No. 6 to define more clearly the boat coxswain's authority and responsibility. This change leaves no doubt that the coxswain insignia identifies men and women who are not only proficient in small boat operations, but are leaders capable of assuming serious responsibilities.

Article 5-1-7, among other things, states that an officer or enlisted member embarked as a passenger in a boat, ship, or aircraft, not under his or her command, has no authority over, responsibility for, or right to

assume command of the boat, ship, or aircraft.

Article 5-1-8 deals more directly with the authority or responsibility of the boat coxswain. The coxswain is responsible for the safety and conduct of passengers and crew, the safe operation and navigation of the boat, and the completion of the sortie or mission assigned. The coxswain is the direct representative of the commanding officer or officer-in-charge and, as such, has authority and responsibility which are independent of rank or seniority in relation to other personnel embarked. This

authority and responsibility exists only when the boat is engaged on a specific sortie or mission.

The only persons embarked in a boat that may relieve the coxswain of the responsibilities described are: (1) the coxswain's commanding officer, the officer-in-charge, executive officer, or executive petty officer; (2) a senior officer at the scene of a distress, emergency, or other abnormal situation who exercises senior officer present authority under the provisions of Article 5-1-4, whether or not other units are involved.

Have we got chiefs? Have we got chiefs!

Those Chief Petty Officer candidates that were not listed in the last issue of the Reservist, but who are being advanced as a result of the October 1979 Servicewide Examination, are listed below. There are two different advancement dates - 1 March 1980 and 1 April 1980. The date

that the candidate's advancement documentation arrived at Commandant (G-RT) determined the indicated advancement date. This is the final advancement list for the October 1979 Servicewide Examination. To all those who were advanced, congratulations. Your efforts on behalf of the Coast Guard Re-

serve are appreciated. If you were not advanced after having been listed on the Advancement Eligibility List, you are encouraged, through the chain of command, to correct whatever discrepancy caused your invalidation and compete in the coming servicewide examination.

<p>Effective 1 March 1980</p> <p>To BMC</p> <p>L. W. Keenan W. L. Giessman A. W. Curtis</p> <p>To ASMC</p> <p>K. F. Roberts</p> <p>To MKC</p> <p>W. J. Dobson</p> <p>To PSC</p> <p>G. B. Brennan</p> <p>To SKC</p> <p>R. A. Gosselin</p> <p>To YNC</p> <p>F. W. Croom</p> <p>To BMC</p> <p>J. S. Hakkinen</p> <p>To FIC</p> <p>F. W. Enroughty J. W. Seward, Jr.</p> <p>To MKC</p> <p>I. D. Dilworth D. J. Alexander</p> <p>To RMCS</p> <p>T. E. Wiltsey</p> <p>To SKC</p> <p>E. O. Pounders</p> <p>To YNC</p> <p>E. F. Fahey</p>	<p>To BMC</p> <p>G. M. Stromberg P. D. Houlden R. P. Carlson</p> <p>To QMC</p> <p>R. J. Chisholm D. Ellis</p> <p>To STC</p> <p>E. G. Koellner</p> <p>To MKC</p> <p>L. L. Willard F. J. Schieszer D. E. Crawford L. A. Haas</p> <p>To FIC</p> <p>R. E. Shafer</p> <p>To PSC</p> <p>S. F. Basilico W. J. Lyle</p> <p>To HMC</p> <p>P. J. Ward</p> <p>To PAC</p> <p>D. S. Cook</p> <p>EFFECTIVE 1 APRIL 1980</p> <p>To BMC</p> <p>P. A. Taliancich</p> <p>To PSC</p> <p>W. H. Jacoby</p> <p>To BMC</p> <p>R. T. Bloeth R. F. Bollinger</p> <p>To MKC</p> <p>S. L. Sharpley E. J. Young N. Rivera</p>	<p>To PSC</p> <p>K. E. Lyon C. N. Edberg A. J. Hayes</p> <p>To SSC</p> <p>G. R. Hauge P. T. Vinette</p> <p>To YNC</p> <p>W. R. Sacchetti</p> <p>To DTCS</p> <p>G. T. Kaszubowski</p> <p>To BMC</p> <p>J. M. Slavens T. G. Sawyer O. F. Paschall R. E. Holton</p> <p>To MKC</p> <p>J. A. Holub R. R. Mandujano R. E. Swanson P. Ladut J. G. Loudon H. C. Peterson I. L. Winowiecki J. H. Tomczak</p> <p>To PSC</p> <p>K. M. Harrington W. P. Cogan M. D. Foster L. L. Michaelcheck</p> <p>To SKC</p> <p>J. R. Stockwell</p> <p>To YNC</p> <p>P. R. Fullgrabe</p>
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The Reserve officer's inactive duty promotion system explained

first in a series

by LCDR Fred Brox, USCGR

Ah! The mysteries surrounding the Reserve officer promotion system!

Reserve officers may have an incomplete and inaccurate perception of their promotion system. They are able to converse about the concepts of running mate, selective retention, non-selection, etc., but may not be fully aware of the workings of the system.

This is the first in a series of articles about the Reserve Officer Promotion System. The purpose of these articles is to give some insight into the workings of the system for the officers affected by it.

LINEAL LISTS

The Coast Guard and the Coast Guard Reserve have lineal lists of officers, ranked according to precedence. Reserve officers on extended active duty (not SADT) are found on both lists. These lists are commonly called The Register of Officers and The Register of Reserve Officers. They are published annually, effective 1 July, by the Officer Status Branch (G-PO-3) and the Personnel Status and Review Branch (G-RA-3).

These two lists are linked in legislation through the running mate promotion system described in Title 14, US Code, Chapter 21. This legislation requires that Reserve officers, whether on active or inactive duty, be treated the same as regular officers when considered for promotion, (14 USC 783). Only officers in an active status are eligible for consideration, (14 USC 774).

Ensigns are considered on a fully qualified basis and are not tied to running mates. If selected to LT(jg), they are promoted upon successful completion of a stated period of commissioned service, currently 21 months.

RUNNING MATES AND DATES OF RANK - Three keys

The key to "equal treatment" is the running mate system. A run-

ning mate is that officer, regular or Reserve, on the active duty promotion list (ADPL or lineal list) of the same grade who is next senior in precedence to the Reserve officer (14 USC 782). The key to the running mate system is the concept of precedence, which defines who is senior to whom. The key to precedence is date of rank.

When two officers of the same grade have different dates of rank, the one with the earlier date of rank is senior (higher in precedence). If both have the same date of rank, the officer making rank first at less senior grades is senior to the other. If there is no grade in which both have served where there is a difference in the dates of rank, a series of rules must then be applied.

RUNNING MATE RULES

1. The regular officer takes precedence over the Reserve officer; i.e., the entire graduating class of the Coast Guard Academy is senior to the most senior Officer Candidate School ensign when both groups are appointed on the same date.

2. Direct commissioned officers are junior to officers promoted from lower grade or rate; i.e., newly appointed ENSs, LTs(jg) or LTs from a direct commission source are placed on the lineal list below other ADPL officers of the same grade with the same date of rank.

3. When two ADPL officers have no separation in their present or previous dates of rank and were originally promoted or appointed from different lower grades, the officer promoted from the highest ranking of the lower grade is the senior (33 CFR 8.1302).

4. If when determining running mates there is no ADPL officer who meets the above requirements, the running mate is the senior such officer in the Coast Guard in that grade.

RUNNING MATE CHANGES: MORE RULES

If both the Reserve inactive duty officer and his or her run-

ning mate are selected for promotion, the running mate relationship remains intact. If a running mate retires, dies, suffers a loss of numbers (disciplinary action), fails of selection, or is deep selected, the new running mate shall be that officer on the ADPL of the same grade who was next senior to the previous running mate. If there is no one who is senior in the same grade, then the most senior officer in that grade becomes the running mate (14 USC 782b).

If the inactive duty Reserve officer suffers a loss of numbers the new running mate shall be the officer who is the running mate of the Reserve officer who will be the next senior to the officer concerned, after the loss of numbers has been effected (14 USC 782 b).

If the inactive duty Reserve officer fails of selection when his or her running mate is promoted, the new running mate is the senior ADPL officer in that grade who has not failed to qualify for promotion; i.e., the senior officer in the same grade on next year's ADPL zone. This same procedure applies if the Reserve officer fails to qualify for promotion after selection or if he or she declines the appointment (14 USC 782).

A Reserve officer on the ADPL shall become the running mate of all the inactive duty Reserve officers who are junior to him and had a running mate in common with him at the time of his being placed on the ADPL.

EQUALITY PROVISIONS

As mentioned earlier, the law provided for equal treatment between regular and Reserve officers. Specifically, the law (14 USC 783) requires that an inactive duty officer be considered for promotion at "approximately the same time as his running mate is considered for promotion." Likewise, the officer "shall be tendered an appointment in the next higher grade at the same time, or as soon thereafter as

Promotion system (continued)

practicable, as a similar appointment is tendered to his running mate." Furthermore, the law (14 USC 784) requires that an inactive duty or active duty Reserve officer "be assigned the same date of rank as that assigned to his running mate..."

CONCLUSIONS

It is through the above rules that each Reserve officer is assigned a running mate. Once assigned that running mate and his date of rank, the relationship becomes academic until the ADPL officer enters the zone for consideration for promotion several years later. At that time, his consideration by the ADPL board triggers actions in the Reserve Administration Division to consider all inactive duty Reserve officers for whom he serves as a running mate. It is for this reason that inactive duty officers can not be "deep selected." They are not even considered for selection until their running mates are in the zone - the law makes no provision for premature consideration. If the ADPL and inactive duty Reserve officer are both selected by their respective boards, the Reserve officer assumes the new date of rank assigned to his continuing running mate. If anything other than joint selection occurs, the pre-

viously mentioned rules come into play and a new running mate is assigned.

The actual mechanism to determine running mates is time consuming and requires access to previous volumes of both The Register of Officers and The Register of Reserve Officers. An accurate determination cannot be made using only current editions of these publications since many officers share the same date of rank. The signal numbers in the far left column have no significance in determining running mates. Date of rank is the critical indicator. Signal numbers are used only to indicate relative precedence or to designate promotion zones without referring to an individual by name.

Subsequent articles in this series will discuss how we actually determine date of rank, date of appointment, selection opportunity, zone size and so on. A discussion of selective retention under 14 USC 787a and the legal lock-in provisions of 10 USC 1006 will also be presented.

Questions on this article should be directed in writing, through the chain of command, to Commandant (G-RA-3/54). Requests for discussion of other selection/promotion process concepts should be similarly addressed and routed.

R.P.A. promotions announced

On 17 March 1980, the Commandant approved the report of a board convened on 13 February 1980 which recommended the following named officers of the Coast Guard Reserve serving on extended active duty as Reserve Program Administrators, for promotion to the grades indicated:

- A. CAPTAIN:
Richard W. Doherty
Lawrence C. Foley
Charles L. Hayes, Jr.
- B. COMMANDER:
John C. Griggs
Robert L. Pritchard
James J. McCartin, Jr.
- C. LIEUTENANT COMMANDER:
George W. Isele
Eugene S. Altena
Timothy J. Jamison
Frederick T. Brox, Jr.
Edward A. Moritz
Thomas M. Kulick
- D. LIEUTENANT
James F. Simpson
Janice G. Blackman

Rio Vista wins R.O.A. award

by PA1 Tom Clark, USCGR

After being runner-up twice, CGRU Rio Vista has been named winner of the prestigious Reserve Officers' Association (ROA) Congressional Award for 1980.

In colorful ceremonies held 12 April at the unit's headquarters in Rio Vista, Congressman Vic Fazio (Dem.-California), whose District includes Rio Vista, presented the ROA award to the Rio Vista reservists.

With distinguished guests, proud spouses, and squirming children looking on, Congressman Fazio told the assembled reservists he was honoring them for their contribution to society. "I'm impressed with people who

give up their personal time and devote it to their country," said Fazio as he presented the award to the unit and its former commanding officer, LCDR Wayne Till. "Few contributions mean as much as giving up your personal time to contribute to a better society."

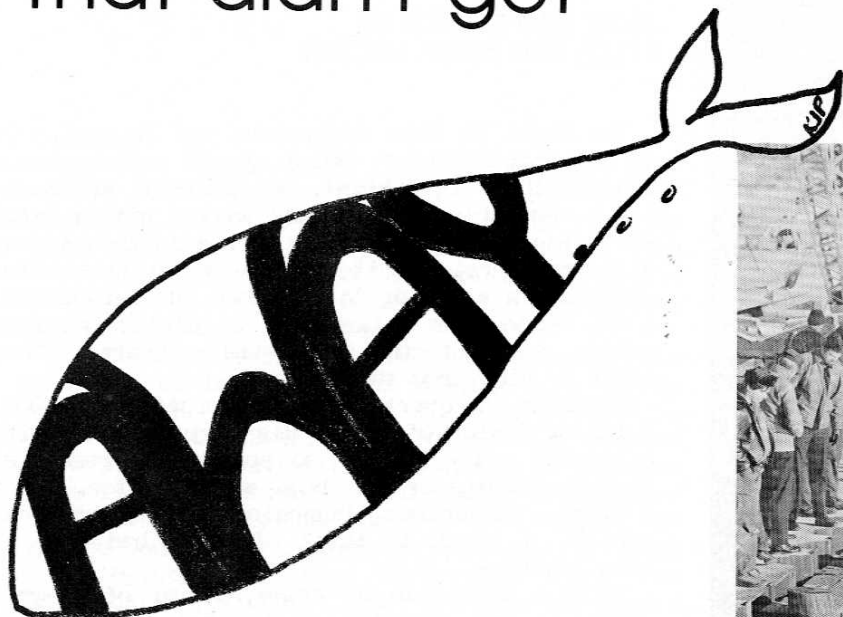
The ROA Congressional Award is given annually by Coast Guard Washington D.C. Chapter ROA to the top Coast Guard Reserve Unit recognized for its community service, military preparedness and assistance to regular Coast Guard forces. During the past year, Rio Vista reservists made outstanding contributions in

search and rescue augmentation duties, as well as port safety and aids to navigation operations. In addition, the unit-- composed of four officers and 75 enlisted personnel-- contributed generously to the establishment of excellent community relations within the Rio Vista area.

VADM James S. Gracey, commander of the 12th Coast Guard District, told the reservists their efforts had resulted in the highest achievement for Reserve units throughout the United States.

"To be the best is truly impressive," said Gracey. "As District Commander, I'm proud to share the honors with you."

The big one that didn't get



story and
photo by
PAC Ed Swift, USCG

The body of a 40-foot finback whale is secured to a pier at the Coast Guard Base in Gloucester City, N.J., after it was found floating in the Delaware River near Philadelphia. The whale, which weighed over 16 tons, was towed by Coast Guard utility boats manned by Reserve crews.

When Coast Guard reservist BM1 Robert Roosevelt reported aboard U.S. Coast Guard Base Gloucester City, NJ, for weekend duty on 16 February, he figured the only excitement that could arise would stem from an oil spill or a routine rescue case. Little did he know that he and his crewmembers, BM3 Frank Houck and MK3 Robert Murnane, would become involved in a most unusual towing job aboard their 41-footer...about 16 tons worth. The object of the tow was a 40-foot finback whale, found dead floating in the Delaware River near Philadelphia on Sunday, 17 February.

Roosevelt responded to a call by the Philadelphia Marine Police who originally towed the huge mammal to their docks. It was decided to tow the whale down river to the Coast Guard Base where a



heavy-duty crane could hoist the animal onto the dock.

"We really hadn't been trained for something like this, but it worked," commented Roosevelt, regarding the two-mile river transit with the whale in tow. "We worked in tandem with another 41-footer until we got close to the pier," he said. "Then they let go and our boat brought him in." The other boat crew, also reservists, was comprised of BM1 Michael Ronka, BM3 William Stellar and MK2 Robert Lyczak.

The whale, which had been dead for about four days, was apparently struck by a large ship in the Atlantic Ocean or Delaware Bay and either lost its bearings or was carried by a ship's bow upriver nearly 100 miles.

A View

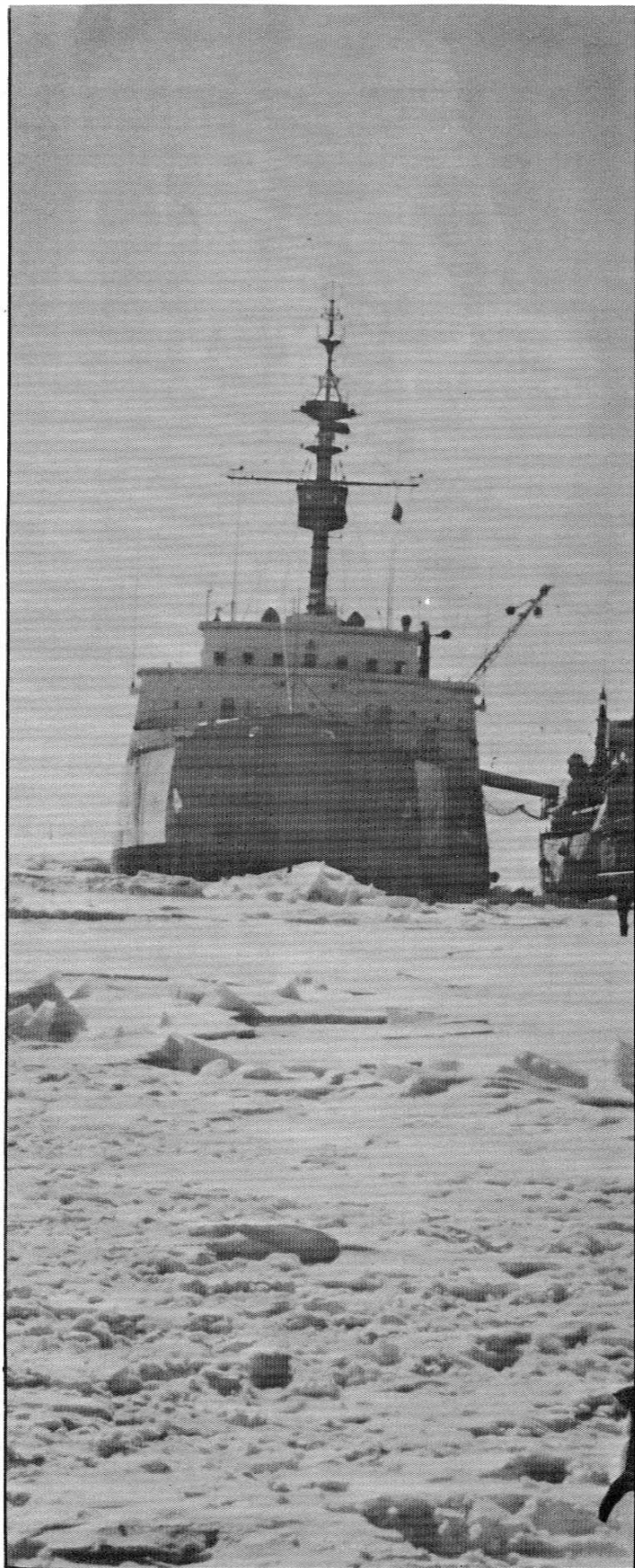
story and photos by
LT(jg) Bob Miller, USCGR

The title is both figurative and literal. On 13 December 1979, I found myself walking down Glasgow Wharf in Auckland, New Zealand, approaching a venerable old red hull marked with a large white four on each bow. I walked up the gangway with apprehension. It was to be my first time underway in anything larger than an 82-foot WPB. I was headed for Antarctica, a relatively green ensign, a direct commission--and a Reserve. Thus began my view from the bottom.

Crossing the quarterdeck, I approached the OOD, a fellow junior officer. His response was, with a knowing smile, "Aha, so you're the reservist that the navigator has been watching for." Not a very auspicious launching for a nautical career. I began to think of how I had come to this juncture.

Being a historian by trade, I had often marvelled at the exploits of the polar explorers. (Most historians are at least vicarious explorers anyway.) During my tenure as a reservist I had talked with many "breaker sailors" and had envied their experiences.

While on break during instruction at Reserve Training School Branch Alameda last summer, I listened to a BMC discuss his days on the Burton Island. I broke in to lament the fact that I would never make the trip south. His reply: "Why not?" I realized that I had never asked myself that question. Upon reflection, I couldn't come up with a satisfactory answer. I then embarked upon a bureaucratic voyage of phone calls and requests that ended with a set of orders for USCGC Glacier/Operation



Photos--above: a cutter from Operation Deepfreeze rests against the ice in Antarctica; center: a band of natives welcomes Deepfreeze with open wings; far right: an iceberg reflects upon the cold, still waters of the Antarctic.



from the bottom

Deepfreeze '80.

Operation Deepfreeze is the joint military support of the continuing civilian exploration of Antarctica, under the U.S. Antarctic Research Project (USARP). The project began in 1955 with site explorations for the International Geophysical Year 1957. It has continued with the support of the National Science Foundation.

The icebreakers involved in Deepfreeze have the dual role of initiating and keeping open supply lanes through the ice, and that of scientific support. During Deepfreeze '80, Glacier carried a group of four Australian scientists to and from Campbell Island enroute, facilitated a group of New Zealand geologists in seismic studies of McMurdo Sound, and sustained two separate teams of geologists from Rice University along the Oates Coast of Victoria Land, the Cape Washington area of McMurdo Sound, and various areas in transit.

Glacier has made 21 of these trips, a record that is and probably will remain unequalled. She has indeed been the mainstay of Antarctic support and exploration. This trip was particularly successful. The scientific teams from Rice, with the support of our MSTs, took a record number of bottom cores and samples. They made several significant geological finds and nature relented enough to allow us into previously uncharted areas. The realization that we were where no one had been was sometimes sobering (shades of Amundsen, Scott, and Byrd).

There were reminders also. The grounding of the cruise ship Linblad Explorer on the Antarctic

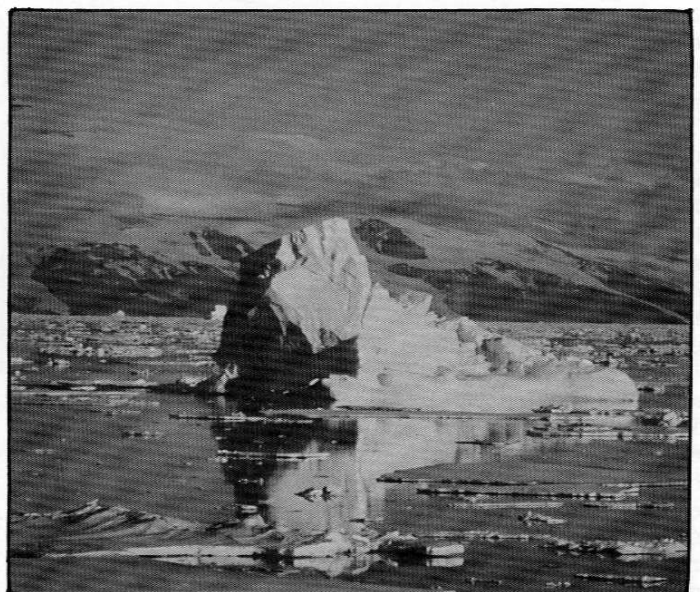
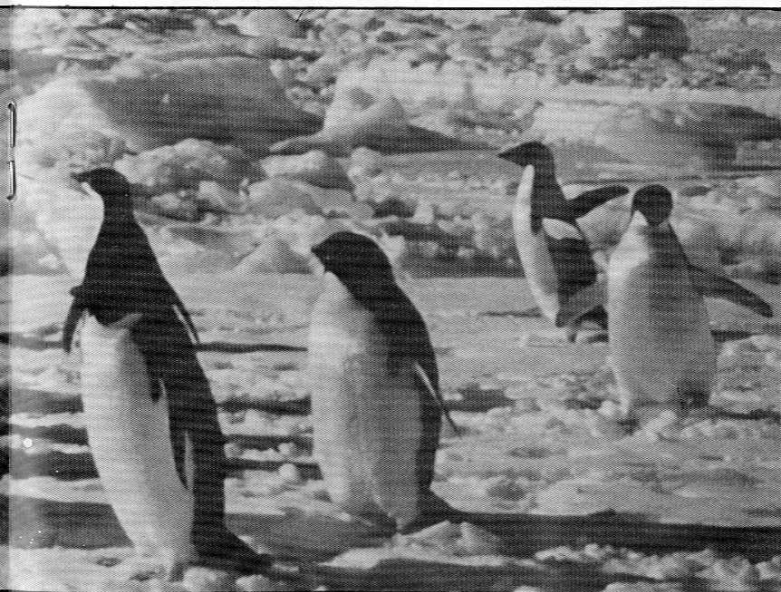
Peninsula and the tragic loss of an Air New Zealand DC-10 on Mt. Erebus were evidences of the malevolent capriciousness of that environment. A balance to this was the astoundingly awesome beauty of that place. The camera, no matter how nearly perfect a picture it produces, could only truncate the exquisitely unrelenting panorama.

By a month into the trip I had been qualified for underway OOD (presumably satisfying the navigator), had experience as an ice OOD, and enjoyed the support of highly competent and professional watchstanders (which every junior officer needs, whether he or she is always willing to recognize it or not).

As Cape Adare, our first and last landfall in Antarctica, slipped astern, my thoughts turned to an experienced and able captain, an accepting wardroom, and a tolerant crew. The sense of community aboard Glacier was strong. The food, by any standards, was good, and, under the circumstances, outstanding. The living conditions, at worst (no showers, no laundry) were still bearable. The friendships, spoken and unspoken, I will continue to value.

We sometimes talk lightly of or pay lip service to the "One Coast Guard" concept, but I think the concept is viable. I urge other reservists to take advantage of all the opportunities available. If there don't seem to be any available, make your own opportunities.

For a time I lived at the bottom of the world. Why, then, do I feel I was on the top?



Why mobilization?

by LCDR Dan Wood, USCGR
Chief, Mobilization Branch
Office of Reserve, USCG Headquarters

Why mobilization? In light of the humanitarian traditions and broad peacetime responsibilities of the Coast Guard, this is a reasonable and frequent question. The growing importance of Reserve augmentation in support of day-to-day Coast Guard operations distracts us from thoughts of military readiness. In addition, many Coast Guardsmen mistakenly believe that any future war big enough to induce mobilization would necessarily involve nuclear warfare, the outcome of which would not be affected by any Coast Guard efforts.

To recognize the continuing importance of mobilization planning, we need to understand the national military strategy of the U.S., the Coast Guard's unique potential in support of that strategy, and the vital role of the Reserve in realizing this potential.

Current U.S. national military strategy calls for "flexible response" to provide whatever level of military counter-action is required to resist aggression from any source in any area vital to our national interests. The objective of this strategy is twofold. First, we want to provide "credible deterrence," to prevent war by convincing potential enemies that they cannot win. Second, we want to be reasonably assured ourselves that we could win a war should deterrence fail.

To support the national strategy, we have a "Total Force Program" which provides for meeting response requirements with a combination of active and Reserve forces trained and ready to respond immediately in a crisis.

In the absence of an effective Selective Service System, any rapid build-up of American military forces is totally dependent on Reserve units and individuals. It is important to note that the composition of our Total Force is designed to support a "forward strategy"; that is, we intend to fight any future war on the high seas and on foreign shores, to stop the adversary before he can bring the war to us.

Soviet/Warsaw Pact forces in Central Europe have the capability to undertake massive conventional (non-nuclear) operations against NATO forces with little warning. Other areas, such as Korea and the Middle East, provide the potential for substantial commitments of U.S. military forces. Major conflicts in one or more of these areas could severely test our ability to respond. In light of reductions in our active forces in

On 3 June 1980, the Secretary of Transportation authorized the involuntary call-up of up to 900 Coast Guard reservists in accordance with 14 USC 764, to support Cuban refugee operations in the Seventh District. This is only the second time this authority has ever been used. As noted in an accompanying article, the previous instance was for flood relief operations in 1973. Details of the Cuban refugee operation will be included in an upcoming issue of the Reservist.

the past decade, such a situation might well require the activation of Reserve components in order to realize our Total Force capabilities.

A critical element of our forward strategy is "strategic mobility," the ability to quickly and efficiently move large quantities of personnel and equipment to reinforce U.S. and allied forces in the theater of war. The Coast Guard plays a key role in strategic mobility.

While the Coast Guard does not have the weaponry, technology, or training for a major combat role, we do have a critical capability which is unique among all the armed forces. This is our extensive regulatory authority and on-going relationship with the international maritime community. The importance of this becomes clear when we realize that, in the event of a major military operation overseas, well over 90 per cent of all materiel for reinforcement and resupply must move by merchant ship. The Coast Guard is responsible for the safety and security of these ships and the ports through which they move.

In the event of mobilization, more than three-quarters of all Coast Guard reservists will be assigned to Port Safety/Security and Merchant Marine Safety units. If we are not prepared to ensure a smooth flow through U.S. ports, the personnel and equipment of the other service components lose value in the credible deterrence equation.

By law, the primary responsibility of the Coast Guard Reserve is to be prepared to assist the active service in time of war or national emergency. We are one element of the Total Force which has been designed to deter aggression. Our best insurance against having to mobilize is to clearly demonstrate that we are fully ready to do so. We need to keep this responsibility in mind at all times.

This does not mean that our continuing contribution to peacetime missions is any less important—it simply means that each of us must be aware of his or her own specific mobilization assignment, and seek out training opportunities which will enhance skills transferrable to the wartime role. Those of us who are charged with managing the Reserve program at all levels must ensure that our planning and training never lose sight of our fundamental mobilization readiness mission.

Mobilization!

Who'd call at this hour?

adapted from the Army Reserve Magazine
by CAPT Bennett Sparks, USCGR

Mobilization. It could happen. Anytime. A phone call away. Day or night. Christmas. The day before graduation. The day your father dies. Your wedding night.

Mobilization. It has happened. Hundreds of thousands of reservists have taken that awesome phone call. In 1917. In 1941. In 1950. In 1961. In 1968.

Mobilization. The Coast Guard is planning in case it happens. If it comes, most Coast Guard reservists will get the call. Right away.

Mobilization. It's what the Coast Guard Reserve is all about.

Mobilization. It might be starting this very minute. Even as you're reading this....

"EVERYONE WILL NOW BE MOBILIZED . . . and all boys old enough to carry a spear will be sent to Addis Ababa. Married men will take their wives to carry food and cook. Those without wives will take any woman without a husband. Women with small babies need not go. The blind, those who cannot walk or for any reason cannot carry a spear are exempted. Anyone found at home after receipt of this order will be hanged."

Haile Selassie
Emperor of Ethiopia
(Upon invasion by Italy, 1935)

These days the orders are far more complex, but the game is still the same. When you get through all the plans, annexes, and enclosures; when you learn all the obscure terminology -- M-Day, D-Day, M + 15, etc.; when you hear of the computer models and theoretical logistical problems; after all that, mobilization still boils



down to the same thing it was in Ethiopia in 1935 or in ancient Greece in 935 B.C. -- a way to get trained people in action as soon as possible.

It's a simple concept. Basically, mobilization of the Coast Guard Reserve involves the ordering of units and members to active duty for war or other national emergency.

And now when the Coast Guard Reserve is playing a key role in the Total Coast Guard picture, the ability to mobilize quickly and efficiently would become a crucial factor in any future wars and emergencies.

Pre-mobilization preparations are taking place right now. This phase is the foundation for everything to come. It's the time for commanding officers and their staffs to plan, train, and get ready for mobilization. Mobilization plans and unit rosters should be constantly reviewed and updated, and all unit members should be familiar with what jobs they would perform during a mobilization.

Unfortunately, too often mobilization plans take a back seat to other, seemingly more pressing, matters. In the past, units played "catch up" during the other phases of mobilization, but in today's highly fluid environment there might not be time to take care of things that were overlooked during pre-mobilization.

Lest we forget -- our primary mission is to provide personnel, each of whom is trained in a specific skill to fill a specific need and ready to respond on short notice in the event of war or national emergency. Our secondary mission is to support the missions and operations of the regular Coast Guard, while training to improve our mobilization readiness.

Think -- mobilization readiness.

Mobilization!

Why me?

by LCDR Dan Wood, USCGR

Think of yourself as an insurance company, and the Coast Guard as a policy holder. Like fire, accident, or theft, mobilization is something few people want to see happen. Like fire, accident, or theft, mobilization has happened, and may happen again, so the Coast Guard has taken out a policy with you. Your Reserve compensation is the premium, and as long as you accept the payments, you acknowledge your responsibility to respond in an emergency.

Whatever your reasons for joining the Reserve, extra money, patriotism, community service, training, job satisfaction, camaraderie -- you have made a voluntary commitment to respond in the event of mobilization. You must understand the implications of your commitment. It is absolute.

We have a variety of programs to screen out those who cannot meet their mobilization commitment for reasons of job conflict, family hardship, permanent physical limitations, etc. Some individuals can be placed in an inactive status until their obligation expires or their problem is resolved. Others may be assigned to "late response" mobilization billets, allowing them extra time to resolve personal problems in the event of mobilization. In any case, if you have such problems, the time to bring them to command attention is now. On M-Day (the day mobilization is ordered), all screening actions stop, and everyone in the Ready Reserve must respond as ordered.

How will the call come? "Mobilization" may involve only a few individuals in a small area, or it may be a total national effort, military and civilian. It could occur in phases, or it could occur all at once and without warning.

A situation leading to large-scale mobilization might be preceded by a period of growing international tension, resulting in an increase in peacetime Coast Guard missions, such as port security and maritime law enforcement. During this phase, district commanders may re-arrange ADT and IDT schedules to help with the extra workload. If the situation is deemed an emergency, the district commander may call up a



Oh, I really didn't have anything planned this weekend... except I'm missing a real exciting football game right now...

limited number of Reserve volunteers for up to 30 days. This has happened on numerous occasions, in emergencies such as fires, oil spills, floods, and hurricanes.

If sufficient volunteers are not available, the next step is selective mobilization. The Secretary of Transportation may authorize the involuntary call-up of Coast Guard reservists for up to 14 days at a time (a maximum of 30 days per year) for non-military operations. The President may direct the call-up of reservists for military contingency operations when a war or national emergency has not yet been declared. Active duty for such a call-up cannot exceed 90 days. Whether you are called up in such situations depends on what role the Coast Guard plays, where you live, and whether your particular skills are needed. Flood operations in 1973 called for the selective mobilization of a number of Coast Guard reservists.

Once the President declares a national emergency, he may order a partial mobilization. This involves the call-up of up to one million reservists, of which the Coast Guard's planned share is approximately 12,000. Although this could allow the call-up of the entire Selected Reserve, you should not respond until specifically notified. Not everyone may be needed, and the needs may not correspond to your advance orders for mobilization. If you are called up in a partial mobilization, and full mobilization is not subsequently ordered, your maximum period of involuntary service is two years.

Full mobilization may be ordered after a national emergency is declared by Congress. Full mobilization requires every Ready Reservist to comply with his or her advance orders for mobilization. IRR personnel who do not hold advance orders must report promptly to the nearest mobilization station. If you are called up in a full mobilization, you may be retained on active duty for the duration of the war or national emergency, and six months thereafter.

Total mobilization is the expansion of the armed forces beyond the existing authorized active and Reserve strength levels to meet the



Photos—above: PS2 Richard Wooley, USCGR, takes aim during small arms training in the 11th District; below: CCG11 reservists score target during training.

continuing requirements of the emergency. Total mobilization in World War II resulted in a Coast Guard strength of 172,000 members, of whom 144,000 were reservists. Total mobilization includes the mobilization of the nation's industrial capacity and all resources needed to create and sustain the required military forces. In its broader sense, mobilization is much more than the call-up of reservists.

If you are called up in any type of mobilization, it is because your special skills are required at that particular time and place to help the Coast Guard perform its assigned duties. Each of us is trained to meet a specific need of full mobilization, but our skills have much wider potential applicability, and we never know when we will be called. Personally and professionally, we must be ready.



Mobilization checklist

reprinted from Army Reserve Magazine

You say you're up to the necessary skill level in your rate and you have all the military uniforms and equipment you need? You say your unit has all its records and equipment in top condition and can move everything right on schedule? You say you've informed your employer that you could be mobilized on short notice?

Then you're all ready to leave home and perform your duty, right?

Maybe.

Unfortunately, mobilization means a lot more than just activating a bunch of warm bodies trained in military skills. Before you can give the Coast Guard Reserve your best effort, you're going to need to take care of your personal affairs. A good place to start might be by asking yourself if you have the following items available to you and your next of kin:

- ✓ An updated will.
- ✓ Copies of your birth certificates for you and your dependents.
- ✓ Names, places and dates of birth of your parents and your spouse.
- ✓ A list of all your previous places of residence.
- ✓ Names, addresses and dates of attendance at schools (military and civilian).
- ✓ Social security numbers of you and your dependents.
- ✓ Names and addresses of fraternal or social organizations, with lists of their membership benefits.
- ✓ Name and address of your employer and a list of pension and health benefits.
- ✓ Certified copies of your marriage license or certificate.
- ✓ A list of insurance policies of all kinds, with premium due dates.
- ✓ Titles to real property and automobiles.
- ✓ Leases.
- ✓ A list of debts and payment due dates.
- ✓ Names and addresses of banks with account and safety deposit box numbers.
- ✓ Income tax records for the last three years.
- ✓ CAMPUS information (upon mobilization, your dependents become eligible for armed services health programs).
- ✓ A record of past illnesses with names and addresses of physicians and hospitals.
- ✓ Certified copies of death certificates or divorce or annulment decrees terminating any previous marriages of you or your spouse.

Keeping the tradition

alive!

by PSI Matthew Peterson, USCGR

CAPT George L. Sutton of the U. S. Coast Guard Reserve carried on a tradition of saving lives that began four generations ago. CAPT Sutton recently retired from inactive duty.

Sutton's great-grandfather, Alexander Sutton, was a crew member of the Lifeboat New Jersey from 1863 until 1894; his grandfather, George Patterson Sutton, served in the U. S. Lifesaving Service, a forerunner of the Coast Guard, from 1904 until 1912; and his father, Arthur Sutton, stationed at Hereford Inlet, New Jersey, enlisted in the Coast Guard in 1919, after a hitch in the Army. He was later recalled to the Coast Guard Temporary Reserve during World War II.

Alexander, the great-grandfather, kept a detailed log of his career as a lifesaver. Interestingly, his lifeboat was in competition with the federally-funded Lifesaving Service.

Crew members of the Lifeboat New Jersey were actually stockholders and purchased shares in their lifesaving boat. Shares cost \$23.40 apiece. Members drew up a set of rules governing their small company. A captain, elected annually, served as treasurer and was responsible for the safekeeping of the lifeboat when not in actual use. When the Lifeboat New Jersey was in need of repairs, funds were appropriated from each share holder. Decisions were reached by a majority ruling, and, if necessary, a shareholder could be required to forfeit his shares to the company.

Lifesaving was George Patterson Sutton's livelihood ten months out of the year. Members considered their lifesaving work to be a steady means of income. Summer weather conditions were thought to be mild enough, and did not require

24-hour lifesaving vigils. Therefore, George Patterson Sutton and many Lifesaving Service members returned home to tend their farms during July and August each year.

George Sutton and fellow lifesavers were kept busy assisting coastal sailing vessels carrying cargo up and down the eastern seaboard. Sloops and schooners were often in need of assistance. Running aground was a common mishap caused when pilots miscalculated their position. Navigational aids of the day were of questionable value, due largely to the continually shifting shoals at the entrances to South Jersey inlets. In addition, it was not uncommon for entire vessels to break apart in rough seas.

Night-time rescue attempts while having to battle the cold, pounding surf, required much courage. "Lifesaver" George Sutton once hastily wrote out his will on the back of an envelope prior to a rescue attempt in severe weather conditions. Fortunately, the crews of most vessels in distress were usually brought ashore alive.

The advent of World War II saw Coast Guard reservists divided into full-time regulars and "temporaries". Arthur Sutton and volunteers of the Coast Guard Temporary Reserve patrolled the Atlantic Ocean beachfronts, manned coastal lookout towers, and stood ready for possible search and rescue cases.

The rich traditions of the Coast Guard exists today, in part, because of dedicated Coast Guard families such as the Suttons, who, like past family generations of Coast Guardsmen, never failed to meet the challenge of the sea.

"Of course I'm going to miss it"

story and photo by
LT Tom Philpott, USCGR

A Coast Guard reservist who began her military career with the SPARS in World War II retired with honors recently in a ceremony at Coast Guard Headquarters.

SK1 Mary Alice "Mike" Shaffer was awarded the Coast Guard Achievement Medal to cap off more than 34 years of active and Reserve service.

CAPT J. N. Shrader, commanding officer of CGRU Flag Plot and Shaffer's last skipper, presented the award in recognition of her "outstanding performance of duty" as the unit's administrative petty officer. The Flag Plot unit provides trained reservists to augment the telecommunications, operations, and national pollution response centers at Headquarters.

Shaffer is the last World War II SPAR (Semper Paratus -- Always Ready) to retire from the service.

"Of course, I'm going to miss it," says Shaffer, "both the companionship and the challenge."

Mike began her Coast Guard career in 1943, she says, after a fast-talking recruiter had her sign on the dotted line before she realized her service obligation was not with the Navy. But, Mike adds, she never regretted the mistake.

After recruit training with the WAVES at Hunt-

er College, Mike attended Navy Class A School at Iowa State Teachers College. From there she was assigned to convoy routing duty with the Navy in Seattle. Other assignments during World War II included Coast Guard district headquarters in St. Louis and at COTP Sheffield, Ala. In 1946 she was discharged from active duty following a tour at Washington D. C. Headquarters.

Mike reenlisted in the Reserve in 1950. Subsequent assignments were served in Seattle, Honolulu, Boston, and San Francisco. She served on active duty in 1964 and 1965 as a Coast Guard instructor at the Naval Recruit Command in Bainbridge, Md. In 1966, as CAPT Shrader explained at the award ceremony, "Mike finally settled down to the steady pace of straightening out Reserve units in the Washington D. C. area." After ten years with Group Alexandria, she volunteered for the Flag Plot unit when it was formed in 1976.

Mike says she plans to retire from her civilian job as travel coordinator for the National Marine Fisheries Service later this year. Then, she says, it's life as a "beachcomber" in a new home on the Chesapeake.

SK1 Mike Shaffer, USCGR, relates her experiences while serving as a SPAR during World War II. Mike is the last World War II SPAR to retire from the service and probably the only one to retire in compliance with the legal maximum age requirement. (Photo by PA2 Brice Kenny, USCG.)



When there's nobody sitting in the next room

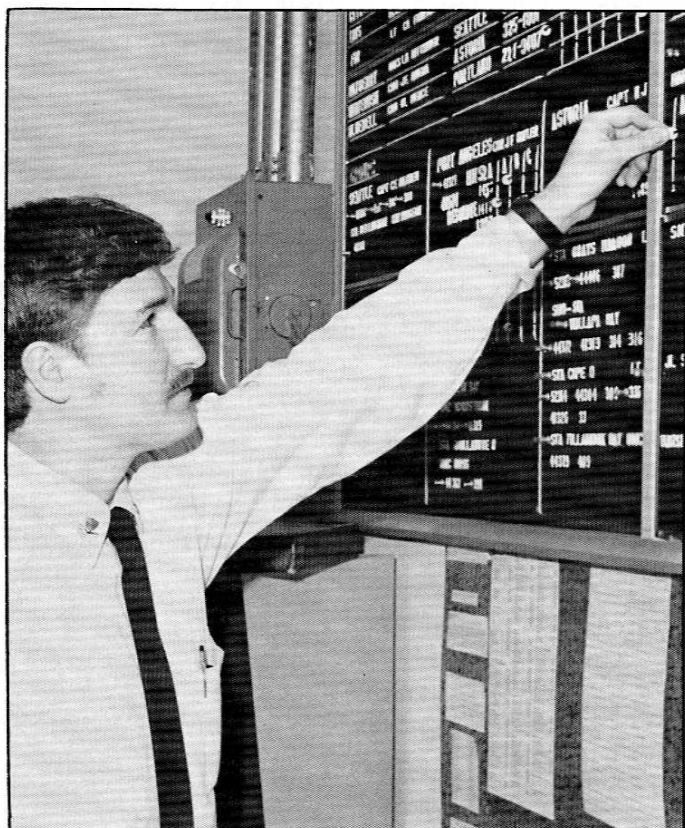
story and photos
provided by
LT Phil Johnson, USCGR

Photos-right: LT Phil Johnson (left) and QM1 Jim Stonehocker, USCGR, chart a ship's position while augmenting the 13th District's Operations Center. Center: below: QM1 Bob Rudd, USCGR, checks the OPCEN's status board.



Coast Guard reservists from the Seattle area now stand regular watches, unsupervised by active-duty personnel, at the 13th District Operations Center.

LCDR John Curtis, LT Phil Johnson, LT Gary Anderson, QM1 Jim Stonehocker, and QM1 Bob Rudd are members of CGRU 13th District (opc), commanded by LCDR Glenn J. Pruiksma. The augmentation program was developed by the unit's former CO, LCDR Bruce D. Weyermann.



LCDR Curtis and LTs Johnson and Anderson stand 24-hour watches as OPCEN Controllers. Petty officers Stonehocker and Rudd stand 12-hour watches (days) as Assistant Controllers.

On occasion, the watch schedule puts two reservists in charge of the OPCEN. And there's nobody sitting in the next room or down the hall to tell them how to handle an emergency.

It's a big responsibility. The waters involved stretch all the way from the bottom of Puget Sound out through the Strait of Juan de Fuca to the Oregon-California border. The duties include search and rescue, law enforcement, aids to navigation, and environmental protection.

There are some less vital, but interesting, duties as well. What should you do about the dead seal that just washed up on a Bainbridge Island beach? Or how about tracing down a former Coast Guardsman, last stationed in Alaska, whose household goods just caught up with him at Seattle-Tacoma International Airport? OPCEN reservists successfully handle these problems too.

LT Johnson grins about the dead seal, but prefers talking about the SAR case he handled which at first sounded like a fake. "There was a May-day from a guy who claimed he was 250 miles west of Astoria (Oregon) and taking on water. Trouble was, he was transmitting on VHF channel 16. Nobody should have been able to hear him. But it was real -- he was out there and his boat was sinking. We hoisted him off and brought him in."

Other OPCEN reservists are enthusiastic, too. QM1 Stonehocker reflects upon the seizure of a fishing vessel when he says, "This is far different from the Reserve of the past. It's doing something worthwhile in the regular Coast Guard."

LCDR Curtis, first reservist in the 13th District to qualify at the OPCEN, expresses similar feelings: "This is the business the Coast Guard is in. I'm not pushing paper -- I'm doing the real thing."

opportunities

Get those texts back

The March 1980 issue of the Coast Guard Institute Correspondent contained an article emphasizing the need for the return of nonexpendable text material in Institute courses. Many of the Institute correspondence courses taken by reservists have texts that can be reissued. Included among these courses are: firefighter chief, firefighter first, piloting, celestial navigation, and meteorology.

Failure to return the non-expendable text materials means the student cannot enroll in another course and will not receive a letter of completion.

Each individual reservist and Unit Educational Services Officer has an obligation to ensure that the nonexpendable components are promptly returned to the Institute on completion of the course.

RWs filling radioman slots

As with the active service, the Reserve program is currently experiencing a shortage in the Radioman rating. As a result, a test program has been developed to use trained radio watchstanders (RWs) in existing Radioman billets.

These personnel have completed all RM "A" course requirements and attained a code copying speed of 14 words per minute. A code copying speed of 18 words per minute is required to qualify for advancement to RM3.

Units receiving a SNRM or SARM should use him/her as any other RM "A" school graduate.

RM "A" school will initially provide the RW with pre-recorded cassette practice tapes. An exchange system exists where the RW may "swap" practice lessons with the school, in order to work toward advancement.

Questions pertaining to the RW program may be directed to Commandant (G-RT), FTS 755-1240.

Any rank/rate, with experience in tactical software design and development, for one year in G-EEE, USCG Headquarters, Washington, D.C. Applicants should submit complete resume along with Form CG-3453.

SK2 or SK1 for six months in support of CCGD8(f), at CG Eighth District, New Orleans, La.

E-5 thru O-4 with experience in real estate/contracting needed for 150 days in support of CG Leased Housing Project. Duty will be performed at district offices. Interested personnel contact CDR Chliszczyk at 202-426-6482. FTS 426-6482.

SK1 for 120 days in G-PTE-4, USCG Headquarters, Washington, D.C.

LT with background in statistical evaluation for 120 days in G-PTE-4, USCG Headquarters, Washington, D.C.

YN2 or YN1 for 120 days in support of the Management Information Branch, G-P-1, USCG Headquarters, Washington, D.C.

SK3 to SKCM with Reserve pay experience for 120 days in G-FPS, USCG Headquarters, Washington, D.C. CWO(F&S) will also be considered. A local Washington resident would be preferred.

YN2 thru YNC for 90 days to update the retired affairs support system using a SYCOR 340 Communication Terminal. Duty will be performed at USCG Headquarters, Washington, D.C.

SKC to CWO for 90 days in support of Personnel Support Branch, USCG Headquarters, Washington, D.C. Experience in Household Goods Inspections and Claim Preparation desired.

YN3 to YNC for 120 days in support of G-KMA, USCG Headquarters, Washington, D.C.

E-4 to O-4 with background in Basic and/or Fortran for 30 to 90 days in COMPACAREA, San Francisco, Calif.

Apply for these SADT positions by submitting a Request for Active Duty for Training (Form CG-3453) to Commandant (G-RT) via your chain of command.

DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD
WASHINGTON, D.C. 20593

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